

CIT COMMITTEE

National rules on the role of national police forces and the security of the cash delivery/pick-up locations as well as information on homologated IBNS

Article 11(1)

Regulation (EU) No 1214/2011

COUNTRY	RULES ON THE ROLE OF NATIONAL POLICE FORCES AND THE SECURITY OF THE CASH DELIVERY/PICK-UP LOCATIONS	HOMOLOGATED IBNS
AT	No specific rules	No IBNS have been homologated by Austria so far
BE	<p>Les règles de droit belge relatives au transport d'argent sont jointes en annexe. Il convient de renvoyer spécifiquement aux règles concernant:</p> <ul style="list-style-type: none"> - la communication préalable des transports d'argent à la police : art. 18 et 19 de l'arrêté royal du 7 avril 2003; - l'escorte obligatoire par la police: art. 10 et art. 18 de l'arrêté royal du 7 avril 2003; - la manière de travailler du personnel de gardiennage en dehors du véhicule de transport et la sécurisation des lieux de livraison et de (dé)chargement : art. 2, 3, 4, 4bis, 7, 12, et 17 de l'arrêté royal du 7 avril 2003 	<ul style="list-style-type: none"> - SQS: Q-case 380-Post ("Ex") - SQS: Collector 380 - SQS: Q-case 550+Q-cut Electronic – Wincor NGV4 - OCP: ATV - OCP: RSCollect - OCP + 3SI: ATM E2E+Scorpion+NCR (version 2) - OCP+3SI: ATM E2E+Scorpion+Opteva - Petterson&Bach: P&B SCL Cit case - Lagassé: Traci Cash - 3SI: Agis ATM – T+Scorpion+Hitachi Acceptance - 3SI: Agis ATM – T+Scorpion+Hitachi Recycler
CY		
DE	No specific rules, for the security of the cash delivery/pick-up locations arrangement must be taken with the relevant police offices	<p>Binding rules which lead to a list of certificated IBNS, this list will be actualized permanently on the website see attachement</p> <p>http://www.dguv.de/fb-verwaltung/sachgebiete/sicherungsdienstleistung/index.jsp</p>
EE		
EI		
EL		
ES	a) La obligación de notificar per anticipado a la policía las operaciones de	d) IBNS homologado No existe una regulación específica, no

	<p>transporte de fondos. Deben comunicar la contratación de dichos servicios con una antelación mínima de tres días a su iniciación, acompañando a estas comunicaciones, los contratos correspondientes de la prestación de estos servicios de seguridad.</p> <p>b) Que los vehículos de transporte de fondos vayan equipados de un dispositivo que permita su seguimiento a distancia por la policía. Con arreglo a la Normativa Española, todos los vehículos blindados en esta actividad, tienen instalados un sistema de navegación global, que permite, desde el centro de control de la empresa de seguridad, la localización de sus vehículos.</p> <p>c) Que las operaciones de transporte de punto a punto de fondos de valor elevado sean escoltadas por la policía.</p> <p>Con arreglo a la Legislación Española, además de las obligaciones señaladas en el apartado a), cuando las cuantías de los fondos a transportar excedan de 5.000.000 euros, las empresas de seguridad, en esta actividad, tienen la obligación de comunicarlo a las fuerzas policiales, para que estas, si lo consideran necesario, en función del recorrido o zonas por donde vaya a deambular, adopten complementariamente las medidas de seguridad que consideren oportunas o necesarias.</p>	<p>obstante la normativa nacional permite, como una medida de seguridad adicional, realizar el transporte de fondos en contenedores dotados de un sistema inteligente de neutralización de billetes, que deberán ajustarse a la Norma UNE o UNE-EN que los regulen.</p>
FI	There aren't specific consequential provisions in Finnish legislation	Finland has not homologated any IBNS up to now.
FR	<p><i>Rappel articles 11 (1), 8 et 9: Les États membres transmettent à la Commission les règles visées aux <u>articles 8 et 9</u> ainsi que les informations relatives aux IBNS qu'ils ont homologués; ils informent immédiatement la Commission de toute modification concernant ces règles et homologations. La Commission veille à ce que ces règles ainsi qu'une liste des IBNS homologués soient publiées par les canaux appropriés dans toutes les langues officielles de l'Union qui sont les</i></p>	<p>Informations relatives aux IBNS homologués en France :</p> <p>Q-Case 500 : Security Qube System sarl</p> <p>Q-Case 380: Security Qube System sarl</p> <p>Q-Collector 380: Security Qube System sarl</p> <p>Q-Case 400: Security Qube System sarl</p> <p>i-box : Spinnaker Ltd.</p> <p>i-ATV :Oberthur Cash Protection SA</p>

langues officielles des États membres participants concernés, en vue d'informer rapidement tous les acteurs concernés par les activités de transport de fonds transfrontalier.

Article 8

Rôle des forces nationales de police

Le présent règlement ne fait pas obstacle à l'application des règles nationales qui imposent:

- a) de notifier à l'avance les opérations de transport de fonds à la police;*
- b) que les véhicules de transport de fonds soient équipés d'un dispositif permettant à la police de les repérer à distance;*
- c) que les opérations de transport de point à point portant sur un montant élevé soient effectuées sous la protection d'une escorte policière.*

Article 9

Règles destinées à garantir la sécurité des lieux de livraison/collecte de fonds dans l'État membre d'accueil :

Le présent règlement ne fait pas obstacle à l'application des règles nationales qui régissent la conduite des convoyeurs de fonds en dehors d'un véhicule de transport de fonds et la sécurité des lieux où les fonds sont livrés/collectés dans l'État membre concerné.

Concernant l'article 8, en France :

- a) Pas d'obligation de notifier à l'avance à la police les opérations de transport de fonds
- b) Pas d'obligation d'équiper le véhicule d'un dispositif permettant à la police de les repérer à distance
- c) Le transport d'un montant élevé n'est pas obligatoirement effectué sous escorte policière (possibilité sur demande)

Concernant l'article 9 :

Article 2-1 du décret n°2000-376 du 28 avril 2000 :

Le nombre d'allers-retours d'un convoyeur de fonds entre le véhicule de transport de fonds et le point de desserte est limité à trois. Le convoyeur assurant le

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	<p>rôle de messenger doit, à tout moment, conserver une main libre.</p> <p>En cas de transport par véhicule blindé, le convoyeur de fonds assurant le rôle de garde ne participe pas au portage de fonds entre le véhicule et le point de desserte.</p> <p>Un convoyeur de fonds ne peut avoir accès à un lieu sécurisé ou à une zone sécurisée qu'après identification, par tout moyen, par le gestionnaire du point d'arrêt.</p> <p><u>Article 6 du décret n°2000-376 du 28 avril 2000 :</u></p> <p>Durant l'exécution de la mission en véhicule de transport de fonds, [sauf transport en véhicule banalisé] chaque convoyeur est revêtu d'une tenue qui ne doit pas prêter à confusion avec les uniformes définis par des textes législatifs ou réglementaires.</p> <p>Le port du gilet pare-balles, dont le modèle est fixé par un arrêté du ministre de l'intérieur et du ministre chargé des transports, est obligatoire pour tout convoyeur que l'exécution de la mission conduit à sortir du véhicule blindé ou du véhicule semi-blindé.</p> <p>Durant l'exécution de la mission, les armes de poing sont portées dans leur étui ; l'arme complémentaire mentionnée au deuxième alinéa de l'article 3 ne doit pas quitter le véhicule. Suivant leur type, les armes sont en position de sécurité ou non armées.</p> <p>Les armes ne peuvent être utilisées qu'en cas de légitime défense, dans les conditions prévues à l'article 122-5 du code pénal.</p>	
IT	<p>Art. 134 e 134 bis R.D 18/6/1931, n.773; Art.260 bis R.D. 6/5/1940, n.635; D.M. 1/12/2010, n.269; Art.5 D. L.gs 30.12.1992, n.527.</p> <p>Art. 260-bis - 1. Companies settled in another Member State of the European</p>	

Union can be established in the territory of the Italian Republic to equal conditions with the domestic ones, in accordance with article 257, provided the technical capacity is certified in the State of settlement and the obligations and expenses, including economic ones, are already accomplished in the same country. To this end, the security referred to in article 137 of the law (Testo Unico delle Leggi di Pubblica Sicurezza n.d.r.) is given with the mode and conditions set out in article 257-ter, paragraph 1, only for obligations relating to the Italian legal system and the services to be completed in the territory of the Republic.

2. The Ministry of the Interior - Department of Public Security may also authorize the occasional exercise in the territory of the Republic of temporary custody and supervision services, permitted by law, to companies duly authorized to perform the same services in the State of settlement, using their own staff with qualifications and authorizations required in the State of settlement, on the basis of work regularly undertaken. Under the same conditions may be authorized cross-border business, intending those activities that begin in the Member State where the company has settled and must be concluded in the Italian territory and vice versa.

3. The application for the issuance of the authorization referred to in paragraph 2 must be made at least sixty days before the completion of service, accompanied by descriptive elements of the company and the same permissions issued by the State of settlement relating to the service to be performed, its duration, personnel and resources to be employed. In that period, if not intervened denial for lack of grounds or reasons of public order or public security, the Department of Public Security shall adopt the necessary provisions to ensure that the services are implemented on the same terms, including the supervision of public security,

	provided for in the territory of the Republic for the performance of similar services. In case no provisions have been adopted by the Department of Public Security, the authorization shall be deemed granted. As regards the port of arms, you must observe the current measures in the territory of the Republic.	
LV (as of 1/1/2014)	Latvijas Republikā nav noteikumu, kas reglamentētu Regulas 8.pantā un 9.pantā noteiktus gadījumus.	Latvijas Republikā netika veikta IBNS apstiprināšana.
LT (as of 1/1/2015)	Lithuania does not have national rules as mentioned in 8 and 9 articles.	Lithuania has not homologated any IBNS up to now.
LU	<p><u>Concernant les points a) et b) de l'article 8 du règlement 1214/2011 :</u></p> <p>Aux termes de l'article 3 paragraphe (1) point 12 concernant les fourgons <u>blindés</u> (correspondant aux véhicules visés à l'article 17 du règlement 1214/2011) et de l'article 4 paragraphe (1) point 7 concernant les fourgons et valises dits « <u>intelligents</u> » (correspondant aux véhicules visés à l'article 16 du règlement 1214/2011), chaque fourgon doit être équipé d'un système de positionnement permettant au central de l'entreprise de localiser géographiquement le fourgon à tout instant, de suivre son avancement en temps réel et de déceler tous mouvements du fourgon qui ne correspondent pas au trajet programmé de celui-ci. L'aptitude du prédit émetteur à transmettre la position du fourgon blindé au central doit être certifiée par l'entreprise.</p> <p>Aux termes de l'article 2 paragraphe (3) du règlement grand-ducal du 22 août 2003, chaque tournée régulière de transports de fonds et valeurs doit être systématiquement annoncée à l'avance à la Police grand-ducale ; les entreprises sont tenues de respecter les consignes qu'ils peuvent obtenir en retour. En pratique, cela est réalisé par l'obligation</p>	<p>Les systèmes IBNS suivants sont actuellement homologués au Luxembourg :</p> <ul style="list-style-type: none"> - SQS Q-Case 400 - SQS Q-Case 500/380 - Villiger VCC 270 - Villiger VCC 320

	<p>faite aux entreprises de transports de fonds et valeurs de mettre à la disposition de la Police grand-ducale le matériel et/ou les informations informatiques nécessaires à la surveillance et au suivi permanent des fourgons en service, c.à d. que les tournées de tous les fourgons circulant sur le territoire luxembourgeois sont surveillées en direct et en temps réel sur écran par le Centre d'Intervention National de la Police par le biais du système GPS.</p> <p><u>Concernant le point c) de l'article 8 du règlement 1214/2011 :</u></p> <p>Cette obligation n'existe pas en droit luxembourgeois.</p> <p><u>Concernant l'article 9 du règlement 1214/2011 :</u></p> <p>Pour ce qui est du <u>comportement du convoyeur</u> entre le fourgon et le lieu de collecte ou de dépôt des fonds :</p> <p>Si le montant des fonds et valeurs déposés ou collectés excède vingt mille euros <u>ou</u> si la distance à parcourir à pied par l'agent-transporteur (le convoyeur) sur la voie publique dépasse cinq mètres, une valise sécurisée doit être utilisée (Article 3 paragraphe (4) du règlement grand-ducal du 22 août 2003).</p> <p>Pour ce qui est des <u>lieux où les fonds sont livrés ou collectés</u> auprès des clients de l'entreprise de transports de fonds :</p> <p>Les articles 13, 14 et 15 du règlement grand-ducal du 22 août 2003 prévoient un certain nombre de dispositions relatives à ces lieux, mais il s'agit d'obligations à caractère infrastructurel qui incombent aux clients de l'entreprise de transports de fonds, et non pas aux entreprises de transports de fonds ou leurs convoyeurs.</p>	
MT		

NL	<p>Article 8: There are no particular national rules as mentioned in this article. As set out in the law the police can give special instructions if necessary.</p> <p>Article 9: The CIT company should make proper arrangements for a secure transshipment, storage and transfer of the cargo.</p> <p>In order to be able to detect irregularities in the cargo of the senders and receivers, this should be identified in such a way that frauds committed by CIT security staff during transshipment can be detected. Transfer and/or temporary storage of cargo is only allowed in secured places. The CIT vehicle should be equipped in a way that closed transport facilities of the client can be used.</p>	<p>Not applicable. The Netherlands have not homologated any IBNS up to now.</p>
PT	<p>Nos termos da Lei n.º 34/2013, de 16 de maio (que entrará em vigor às 00:00 de 15.06.2013), não existem regras específicas para operações de entrega e recolha de valores.</p> <p>Princípios gerais aplicáveis a estas operações (Portaria n.º 247/2008, de 27 de março, alterada pela Portaria n.º 840/2009, de 3 de agosto, em vigor até publicação das Portarias previstas nos artigos 3.º, n.º 2, e 10.º, n.º 2, da Lei n.º 34/2013):</p> <p>a) O veículo de transporte de valores deve estacionar no local mais próximo do ponto de entrada e saída do vigilante de transporte de valores (n.º 7);</p> <p>b) As operações de manuseamento de valores superiores a 10.000€ devem ocorrer em área reservada, sem que haja acesso de terceiros (n.º 8).</p> <p>Podem ser estabelecidos contatos com a força policial territorialmente competente para efeitos de escolta armada e segurança dos locais de entrega ou recolha quando necessidades especiais de segurança reforçada o justificarem.</p>	<p>Em Portugal não se têm efetuado homologações de sistemas de neutralização de notas de banco (IBNS) nos termos do Anexo II do Regulamento (UE) n.º 1214/2011.</p> <p>No entanto, de acordo com instrução do Banco de Portugal, têm sido efetuados, nas instalações do próprio Banco, testes de eficácia de neutralização de notas de banco, a pedido de entidades fornecedoras ou utilizadoras destes sistemas.</p> <p>O Banco de Portugal disponibiliza no seu sítio na Internet</p> <p>http://www.bportugal.pt/pt-pt/notasemoedas/areaparaprofissionais/SistemaDeTintagemdeNotas/Paginas/default.aspx</p> <p>a lista dos IBNS que reconhece, até ao momento, como suscetíveis de utilização em equipamentos de distribuição e transporte de numerário.</p>
SK	<p>There aren't specific consequential provisions in Slovak Law</p> <p>(for more details please contact: marek.cizmar@minv.sk)</p>	<p>this provisions are superintend by</p> <ul style="list-style-type: none"> - Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts - Act 725/2004 Coll. of 2nd December 2004 on the conditions for the operation

		<p>of vehicles in road traffic amending (which all conditions in Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (Text with EEA relevance) have been transposed)</p> <p>(for more details please contact: zuzana.kolarikova@mindop.sk)</p>
SI	<p>I. Regulation (EU) No. 1214/2011 – article 8(a) – notification of cash-transport operations to police in advance</p> <p>Rules on the transport and protection of cash and other valuable deliveries (Official Gazette of the RS No. 96/05, 16/08, 81/08, 86/09 and 17/11) article 21 and 31 on informing the police.</p> <p>Before transporting class 5 and 6 deliveries (valuables above 4.000.000 eur), the security service shall inform the operation communication centre of the General Police Directorate (hereinafter referred to as the OKC PGU) in writing at least 12 hours before the planned transport.</p> <p>The notification shall contain the following information:</p> <ol style="list-style-type: none"> 1. transport starting place and time; 2. name and seat of the security service carrying out the transport; 3. information on the model of the vehicle, the registration number and the type of vehicles carrying out and escorting the transport; 4. security control centre (hereinafter: SCC telephone number; 5. information on the transport leader - name; 6. arrival point and the expected arrival time or transport completion; 7. planned transport direction and other important information. 	<p>No special regulation for homologation of IBNS exists in Slovenia – certificate from manufacturer.</p> <p>Rules on the transport and protection of cash and other valuable deliveries (Official Gazette of the RS No. 96/05, 16/08, 81/08, 86/09 and 17/11) in Article 6a describe conditions for equipment for a transfer and transport of protected deliveries:</p> <p>"Equipment, instruments and technical security systems for a transfer and transport of cash and other valuable deliveries shall have a manufacturer's certificate or an attestation of a competent body or organisation in the Republic of Slovenia that is issued pursuant to regulations applicable to this area."</p>

For class 4, 5 and 6 transports (above 800.000 eur) a foreign company **shall inform the OKC GPU 24 hours before entering the country.** A written consent shall contain the information under Article 21 of these Rules.

In the event a valuable delivery is on the territory of the Republic of Slovenia for a certain time only (an exhibition of artwork, objects of cultural heritage, etc.) and circumstances dictate that special operational measures for protecting the delivery are adopted (organising protection, the cooperation of the police and other services, etc.) the OKC GPU shall be informed of the delivery **at least 10 days before the transport."**

Contact point:

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II.

Regulation (EU) No. 1214/2011 – article 8(b) – no special regulation for tracking CIT vehicles by the police.

III.

Regulation (EU) No. 1214/2011 – article 8(c) – high-value point-to-point transport to be escorted by the police.

Rules on the transport and protection of cash and other valuable deliveries (Official Gazette of the RS No. 96/05, 16/08, 81/08, 86/09 and 17/11) article 4 on police cooperation.

Escort by the police is not obligatory in

Slovenia; it is optional on request from CIT company. If General Police Directorate find that circumstances of risk are sufficient than special conditions from Article 4 in case of police cooperation should be met.

"(1) A customer of a class 4, 5 and 6 (above 800.000 eur) protected delivery may request police cooperation for the transport and protection of its protected delivery. A request stating the circumstances of risk shall be sent to the General Police Directorate (hereinafter referred to as the GPU) **at least 10 days before the transport.** The police shall evaluate the level of risk of the transport and protection of protected delivery and it shall inform the client or the licence holder of the cooperation method.

(2) The client and the police shall agree and conclude a contract on mutual obligations and on the payment of transport costs and protection.

(3) In the event of police cooperation during the transport and protection of delivery, the licence holder and the police shall agree on a form of mutual cooperation."

IV.

Regulation (EU) No. 1214/2011 – article 9 – National rules governing the behaviour of CIT security staff outside a CIT vehicle and the security of the locations where cash is delivered/picked up.

Private Security Act (Official Gazette of the Republic of Slovenia, no. 17/11, ZZasV-1):

Article 11 (7) Security personnel must carry the official identity card during the performance of tasks and must present it to a police officer or inspector on request. Giving, selling, buying or lending an official identity card or using another person's official identity card as one's

own or altering it in any way is prohibited.

Article 11 (8) When applying measures against an individual or performing any other task pursuant to this Act, security personnel must, at the individual's demand, after the procedure present their official identity card and identify themselves with their name, surname and the title of the licensee by whom they are employed. If security personnel perform their tasks in civilian or other clothing without the visible insignia of the licensee, they shall be obliged to present their official identity card and identify themselves with their name, surname and title of the licensee by whom they are employed.

Article 44 (Duties in the application of measures)

(1) The application of measures by security personnel must be professional and proportional to their lawful goal and subject to human rights and freedoms. A security guard may take action only in such a manner as stipulated by this Act and implementing regulations, so as to perform a task with the least damaging consequences. During the execution of measures, nobody may be subjected to torture, inhuman or degrading treatment or punishment.

(2) A security guard shall be obliged to inform persons about security rules and order in a protected area in a timely and understandable manner. Prior to executing a measure, a security guard must inform the person about the action that is going to be taken against them, warn them about the consequences and thus enable them to avoid other measures by respecting the warning. A security guard must cease to apply a particular measure immediately after the reasons for its application cease to exist or upon discovering that the task cannot be performed in that manner.

(3) A security guard must treat children,

minors, persons with disabilities, old and sick persons, visibly pregnant women and other weak persons with special care and consideration and take into consideration their observable particularities.

(4) A licensee or client of private security may not order a security guard to apply measures or perform tasks that are contrary to the provisions of this Act, nor to apply other coercive means, or use dangerous objects or animals as coercive means, the use of which is banned by this Act.

(5) The purchase and possession of other coercive means, dangerous objects and substances that are banned or restricted, shall be prohibited for performing private security tasks. The use of a service dog, incapacitating spray or firearms while performing private security tasks shall be permitted only under the conditions and in the manner specified by this Act.

(6) A security guard may only apply measures within a protected area, except in cases specified by this Act.

Article 57 (Assessment of the application of measures by a security guard and reporting)

(1) A security guard who detains a person, uses handcuffs or other means of restraint, physical force, an incapacitating spray or firearms, shall be obliged immediately to notify the police. If, during the application of measures, the person suffers such an injury as requires medical assistance, the security guard shall be obliged to ensure that assistance is offered as soon as possible and shall immediately notify the police. The police shall also be notified in the case of using a service dog contrary to the provisions of this Act.

(2) In cases referred to in the preceding paragraph, the licensee shall be obliged to notify, in writing, the police station in

whose area of jurisdiction the measures were applied, within 48 hours from the time of application of the measures and other means. The written report on the application of measures by the security guard, prepared by the security manager, must include the data specified for individual records in the fourth paragraph of Article 82 of this Act.

Article 58 (Notifications of a criminal offence)

If a security guard discovers, during the performance of private security tasks, that a criminal offence is being planned, being executed or has been committed, for which an offender is prosecuted *ex officio*, the security guard shall be obliged, in accordance with the act regulating criminal procedure, immediately to notify the nearest police station or to file charges with the competent national authority.

Article 61 (Working clothing)

(1) During the performance of tasks, a security watchman, security guard, security supervisor and security technician shall wear working clothing equipped with the licensee's insignia on the sleeve or chest, at least 50 mm in diameter and with the surname and initial of the security personnel in the front and the inscription "SECURITY". The two inscriptions in the front must be in printed capital letters, at least 10 mm high and in such a colour that they are clearly visible against the background colour. Instead of the surname and the initial of the security personnel, an official identity card attached in a visible place may be used.

(2) A security guard who performs security duties at public gatherings, provides transport and protection of currency and other valuables and intervention tasks or if he/she performs private security tasks in public places must have the inscription "SECURITY"

in the middle of the rear of the outer clothing or equipment. The inscription must be in printed capital letters, at least 80 mm high and in such a colour that it is clearly visible against the background colour. Next to the inscription “SECURITY”, there may also be an inscription in a foreign language.

Rules on the transport and protection of cash and other valuable deliveries (Official Gazette of the RS No. 96/05, 16/08, 81/08, 86/09 and 17/11):

Obligatory armed security guard - carrying weapon and wear bulletproof jackets and security helmets (Article 16 – 20 of Rules)

Article 10 (transport plan)

(1) For a transport of class 1, 2 and 3 protected deliveries a transport plan shall be prepared in a work order format which shall be handed to security guard immediately before the transport.

(2) For a transport of class 4, 5 and 6 protected deliveries an operative plan for the conduct of security guards before collection, during transport, during any stops and upon delivery of the protected delivery shall be prepared in advance.

(3) Transport plans shall be stored for at least one year.

Article 11 (operative plan content for class 4, 5 and 6 deliveries)

(1) Operative plan content shall include:

- primary and alternative driving directions;
- number of security guards carrying out the transport and their personal names;
- communication method with the SCC – cryptopart;

- point of collection and delivery of protected delivery;

- possible stops and the conduct and actions of security guards during stops;

- actions of each security guard upon unexpected circumstances (traffic jams, road obstructions, traffic accidents, vehicle breakdown, attack on the vehicle, illness, injury, etc.);

- method of communication with the police;

- actions and actions in the event of a criminal act.

(2) All security guards participating in the transport of a protected delivery shall be informed of the content of the operative plan before the transport. Security guards shall confirm the plan briefing with their signature.

(3) Operative plans shall be stored for at least one year.

Article 12 (vehicles)

(1) Vehicles used for a transport or an escort of protected deliveries shall be visually inspected before the transport, regularly maintained and provided with a sufficient quantity of fuel.

(2) Vehicles under the preceding paragraph shall be under the constant surveillance of a licence holder whereby access of unauthorised persons to the vehicle shall be impossible, even when parked or not used.

Article 13 (supervision by a security manager during transports)

(1) At least once per week, a security manager of a licence holder shall organise field surveillance on the compliance with

provisions of these Rules and internal instructions for a transport of protected deliveries, and appropriately record the findings in a surveillance report.

(2) Surveillance reports shall be stored for at least one year.

Article 15 (transfer of protected delivery)

(1) While a security guard is transferring a protected delivery it may not be mechanically tied to the security guard.

(2) The total weight of an individual protected delivery transferred by one security guard shall not exceed 20 kg.

(3) A transfer of a protected delivery shall be carried by the shortest distance not exceeding 300 m, on a path that is within the surveillance visual field and with night lighting in order to reduce the risk of taking or an attack on the security guard.

(4) A class 1 protected delivery shall be stored in the modified briefcase, box or bag that is designed so, that makes it difficult to open and alerts the taking with a sound, light, smoke or a technical signal. During night (between 22.00 and 06:00) or in low visibility conditions the transfer of protected delivery of class 1 shall be transfer by at least two armed security guard.

(5) A class 2 and 3 protected delivery shall be stored during transfer in the modified briefcase, box or bag, which is equipped with a certified system for colouring or destroying cash and is designed so, that makes it difficult to open and alerts the taking with a sound, light, smoke or a technical signal. A class 2 and 3 protected delivery shall be transfer by at least two armed security guard.

Article 25 (increased risk)

(1) Before and during the transport security guards shall be attentive to information and other circumstances that increase risk (suspicious persons, parked vehicles, loitering of persons in the vicinity of the collection of the delivery point, etc.).

(2) A security guard who discovers circumstances laid down in the preceding paragraph shall prepare a written report on his findings. A security manager of a licence holder shall send the report to the police in whose precinct such circumstances were discovered immediately and no later than within 24 hours.

(3) In the event a discovered circumstance presents such a risk that it would be dangerous to delay informing the police, then the security guard, the security control centre (hereinafter: SCC) operator or the security manager of the licence holder shall inform the police immediately.

Article 26 (driver actions)

(1) A driver of a vehicle transporting class 3, 4, 5 and 6 protected deliveries shall not leave the vehicle during the transport or stops. During stops all vehicle doors shall be locked and the driver shall observe the surroundings.

(2) In the event of unexpected stops due to force majeure, a security guard shall inform the security control centre (hereinafter: SCC) operator via communication devices of the reasons for stopping and obtain authority to exit the vehicle before exiting the vehicle.

Article 27 (action upon danger)

In the event a vehicle for the transport of protected delivery, an escorting vehicle or a carrier of a protected delivery is in danger or is attacked, the security guard

shall trigger the appropriate alarm devices and inform the security control centre (hereinafter: SCC) and the police.

Article 28 (security control centre (hereinafter: SCC) operators actions)

(1) Upon discovering irregularities (unexpected stops, other unexpected circumstances) or upon the triggering of an alarm a security control centre (hereinafter: SCC) operator shall immediately communicate with the crew of the vehicle and activate picture or sound recording in the vehicle, or the recording of communication with the security control centre (hereinafter: SCC).

(2) In the event of the loss of a communication signal or of an escort vehicle, the operator shall set up a reserve communication.